

General Plan Revisions

Introduction.

On April 18, 1973 and May 2, 1973 the Hawthorne Planning Commission reviewed four elements of the Comprehensive General Plan. The Staff was directed to make changes in the Land Use, Conservation, Community Facilities, and Circulation elements. These changes are described below. The Hawthorne Planning Commission also referred the Open Space element to the Parks and Recreation Commission for additional study and postponed consideration of the Housing element until May 16, 1973.

Land Use Element.

1. Page 9; 1st paragraph; line 3.
Changed "should act" to "has acted"
2. Page 9; 1st paragraph; line 6.
Changed "suggested" to "newly created"

Conservation Element.

1. Page 8; 4th paragraph; lines 2-3.
Deleted, "These trees are mainly Magnolias, Carrotwoods, and Indian Laurels."
2. Page 8; 5th paragraph; lines 3-4.
Changed "new Magnolias, Carrotwoods, and Indian Laurels with a longer life...." to "...new trees with a longer life...."
3. Page 8; 5th paragraph; line 6.
Added, "...in accordance with the tree planting program recommended by the Parks and Recreation Commission" to the end of the existing sentence.
4. Page 8; 7th paragraph; line 4.
Changed, "A tree nursery exists across the street from the City Hall...." to "A tree nursery owned and maintained by

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Conservation Element (Contd.)


the City exists across the street from the City Hall...."

Community Facilities Element.

1. Page 4; lines 1-2.
Deleted, "A new park is needed in the Moneta Gardens area to serve the needs of the residents in the high density area."
2. Page 4; 2nd paragraph; lines 8-9.
Changed, "A third source of water will be from the Feather River and will be pumped to Hawthorne in 1973" to "A third source of water is from the Feather River and is being pumped to Hawthorne as of January, 1973."

Circulation Element.

1. Page 1; 2nd paragraph; lines 7-12.
Deleted, "This freeway system will soon be augmented by the development of the Century Freeway. It is anticipated that this freeway will be developed in close proximity to the City of Hawthorne and, as a result, provide motorists traveling through Hawthorne with another connection to the Southern California Freeway system."
2. Page 4; 2nd paragraph; line 7.
Deleted, "...proposed freeways,...."
3. Page 13; Modernization and Development of Hawthorne Blvd.
The Planning Commission requested that this section describing present plans for the improvement of Hawthorne Boulevard be added to the element.
4. Page 14; Traffic Patterns in and Around The Hawthorne Plaza Project.
The Planning Commission requested that the element include a section on traffic patterns in and around the proposed shopping center. This section indicates the proposed closures of 122nd Street, Broadway, 126th Street, Plaza Square, and Acacia Avenue. Also indicated is the proposed widening of Birch Avenue to a projected right of way width of 68 feet.



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Circulation Element (Contd.)

5. Page 14; Los Angeles County and the City of Hawthorne Master Plan of Highways.
The Planning Commission requested that a section be developed indicating future L.A. County traffic plans. The section describes the widening and straightening of 135th Street as well as the extension of 120th Street and Hindry Avenue.
6. Page 15; Streets or Portions of Streets to be Widened.
The Planning Commission requested that a clause be included in this section (item number 11) indicating the widening of 135th Street from Inglewood Avenue westerly to the City boundary.
7. Page 15.
The Planning Commission requested that a reference indicating the maps of the Circulation element be made at this point.
8. Page 16 Conclusion.
The Planning Commission requested that a descriptive passage be incorporated into the element focusing on rapid transit. This passage indicates Hawthorne's support for the development of such a system, and describes this project in terms of the participating agencies. The map on page 17 is provided by S.C.A.G. and L.A.R.T.S. and indicates a possible transit system for 1990.
9. Maps.
The revised Circulation element includes four maps. The Daily Traffic Flow Map which was included in the element originally has been redrawn to exclude the Century Freeway. Other maps now part of the element include a map of curb to curb widths, a map on existing right of ways, and a map on proposed right of ways.

THE HISTORY OF THE UNITED STATES

The history of the United States is a story of growth and change. It begins with the first settlers who came to the shores of the New World. They found a land of vast resources and a people who were different from them. Over the years, the United States has grown from a small colony to a great nation. It has faced many challenges, but it has always emerged stronger and more united.

The United States is a land of opportunity. It is a place where people can come from all over the world and find a better life. It is a place where people can work hard and achieve their dreams. It is a place where people can live in peace and harmony. The United States is a land of hope and promise.

The United States is a land of freedom. It is a place where people can live without the oppression of a tyrant. It is a place where people can speak their minds and express their beliefs. It is a place where people can live in peace and harmony. The United States is a land of hope and promise.

The United States is a land of progress. It is a place where people can live in comfort and convenience. It is a place where people can work hard and achieve their dreams. It is a place where people can live in peace and harmony. The United States is a land of hope and promise.

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CIRCULATION ELEMENT

Adopted by the
Hawthorne Planning Commission

November 22, 1972

and reviewed

May 2, 1973

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CIRCULATION ELEMENT

The City of Hawthorne is a dynamic community located in the heart of mobil Southern California. The City is located just 11 miles from downtown Los Angeles, 4 miles from the continuously developing South Bay area, and is approximately 2 miles away from one of the busiest airports in the world, Los Angeles International Airport. In addition, the City of Hawthorne is served by Hawthorne Municipal Airport which is considered to be the tenth busiest general airport in the state of California and 25th in the nation in 1964.

The City of Hawthorne is also augmented by well developed freeway and railway systems. Motorists traveling through the City of Hawthorne are able to utilize the entire Southern California Freeway system by way of the San Diego Freeway (Inter-state 405). On and off ramps are centrally located at El Segundo Boulevard, Hawthorne Boulevard, Imperial Highway, Inglewood Avenue, and Rosecrans Avenue.

The railway system presently operating within the City of Hawthorne is centered about the Southern Pacific. The Southern Pacific currently operates a daily schedule in each direction over a line which extends the full length of the City. A total of twenty-one industries had spurs off this Southern Pacific line as of September, 1972. Two team tracks, where off-rail shippers and receivers may load and receive shipments are maintained by all railroads through their own trucking firms. The

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Santa Fe Railroad serves a small area in the south-west corner of the city. In addition to the transportation facilities described above, the City of Hawthorne is also serviced by the Southern California Rapid Transit District. The RTD is just another example of the many modes of transportation serving the citizens of Hawthorne.

The brief description of transportation facilities existing within the City of Hawthorne indicates that the circulation system for the City of Hawthorne is a complex structure made up of numerous divergent components. This element of the general plan is an attempt to develop a process or plan for the future utilization and development of these numerous and divergent components. Only when such a plan or process is developed can the citizens of Hawthorne be guaranteed a realistic and responsive circulation system based upon the many needs of the community.

Goals of the Circulation Element.

1. To develop a circulation system predicated upon the safe and rapid movement of people and goods from one location in the City to another, and from points in the City to points outside the City.

2. In providing the above, establish plans and processes of implementation protective of existing residential areas from adverse effects and influences resulting from vehicular traffic.

3. Encourage a high level of vehicular dispersion by maximizing utilization of the adopted street system.

4. Whenever possible, continue to encourage and support the development of rapid transit systems so as to provide the citizens of Hawthorne with the most efficient and responsive circulation system possible.

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In order to realize the aforementioned goals, it is necessary to analyze existing components of Hawthorne's street network as well as those points within, and external to, the City which are responsible for the generation of the majority of vehicular traffic in the City. The total street system for the City of Hawthorne is approximately 88.8 miles of streets. This system is composed of four major types of streets: (1) major arterials, (2) secondary streets (collectors), (3) residential streets and (4) industrial streets.

Arterial streets can be considered to be those streets responsible for the handling of large volumes of traffic between points within the City or other destinations outside the City. Generally, these streets are characterized by regulations pursuant to curb use, entrances and exits. Major north-south arterials include Aviation Boulevard, Inglewood Avenue, Hawthorne Boulevard, Prairie Avenue, Crenshaw Boulevard, and Van Ness Avenue. Major east-west arterials found in the City of Hawthorne include Imperial Highway, El Segundo Boulevard, Rosecrans Avenue and Compton Boulevard. Generally, both north-south and east-west major arterials are spaced apart at even one mile distances.

Secondary streets or collector streets can be defined as those streets responsible for the distribution of vehicles

which are fed by local streets to arterials, highways and free-ways. Secondary streets or collector streets are also characterized by the provision of access to abutting properties, controlled curb parking, and signalized intersections. Typical secondary streets found in the City of Hawthorne include 120th Street, 135th Street, and Broadway. Circulation map number one indicates these and other secondary streets presently found in the City of Hawthorne.

Residential streets are those streets primarily used as sources of access to residential properties. As a result, such streets generally discourage through vehicular traffic. Finally, industrial streets can be considered to be those streets primarily responsible for direct access to industrial development. Circulation map number one indicates the location of existing freeways, arterials, collectors, and railroads rights of way as discussed in the preceding passages. Those streets for which daily traffic volumes exceed 2,000 vehicles per day are also designated on circulation map number one.

The development of a realistic circulation element is dependent upon the consideration of where most of the traffic utilizing the system evolves from. In the case of Hawthorne four inner city locations can be designated as primarily responsible for the generation of the majority of traffic. These are: (1) Northrop Corporation facilities located north of Broadway between Prairie Avenue and Crenshaw Boulevard; (2) Mattel Incorporated located on Rosecrans Avenue near the San

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Diego Freeway; (3) Hawthorne Boulevard Strip Commercial Development with 600 retail and service establishments and 1,600 on-street parking spaces, and (4) Hawthorne Municipal Airport.

In addition to the four inner city traffic generators, several locations outside the city have a direct effect on traffic flow within the City of Hawthorne. Among these locations are notably Los Angeles International Airport (2.0 miles northwest - access by Imperial Highway), the Pacific Ocean and surrounding recreation areas, and the Forum and Hollywood Park Race Track (sports and entertainment centers located 1 mile north of the City on Prairie Avenue).

Five Major Areas of Improvement

A series of five major street and traffic improvement recommendations have been made within the City of Hawthorne. The recommended program will, when carried out, provide significant operational and safety improvements. The program includes intersection and route treatments and reflects the policies and procedures of the California Division of Highways, Los Angeles County Road Department, the Federal Highway Administration, Department of Transportation, and the new Manual on Uniform Traffic Control Devices for Streets and Highways. The five major improvement projects include recommendations for the modernization of traffic signals and systems along seven corridor routes and channelization improvements along two routes. The five major areas of improvement include the following:

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- (1) Traffic Signal Modernization along five Uniform Traffic Control In County Corridor Routes.
- (2) Prairie Avenue - Traffic Signal Modernization.
- (3) Inglewood Avenue - Traffic Signal Modernization.
- (4) Prairie Avenue Channelization.
- (5) Inglewood Avenue Channelization.

Each of the five major areas of improvement will be described, and the improvements recommended will include the treatment needed to correct the deficiency. Documentation of all traffic characteristics and conditions is included.
Figure 1-B.

1. Traffic Signal Modernization Along Five Uniform Traffic Control In County Corridor Routes

a. Recommendation

It is recommended that the traffic signals along the following routes be upgraded in accordance with the study reports made by the Uniform Traffic Control In County Committee and as shown on Figure No. 6-HA:

- (1) Crenshaw Boulevard, 120th Street to Rosecrans Avenue.
- (2) El Segundo Boulevard, Inglewood Avenue to Van Ness Avenue.
- (3) Hawthorne Boulevard, Imperial Highway to Rosecrans Avenue.
- (4) Imperial Highway, Inglewood Avenue to Wilton Place.
- (5) Rosecrans Avenue, Aviation Boulevard to Crenshaw Boulevard.

b. Existing Traffic Signals and Systems

- (1) Crenshaw Boulevard Route: Of the six intersections along this route controlled by traffic signals, three intersections are controlled by semi-actuated controllers and three are controlled by fully actuated controllers. These traffic signals presently are not interconnected. Generally, the existing traffic signal equipment requires upgrading to current standards.

- (2) El Segundo Boulevard Route: Of the eleven intersections along this route controlled by traffic signals, six intersections are controlled by pretimed controllers, four are controlled by semi-actuated controllers and one intersection is controlled by a fully actuated controller. These signals are presently telephone interconnected. Generally, the existing traffic signal equipment requires upgrading to current standards, except at the intersection of Hawthorne Boulevard which is presently being upgraded by the city.
- (3) Hawthorne Boulevard Route: Of the ten intersections controlled by traffic signals along this route, all are controlled by pretimed controllers. These signals are presently telephone interconnected. All the intersections along this route, except the intersections of 132nd Street, 135th Street and 138th Street are currently being upgraded to current standards by the City of Hawthorne or County of Los Angeles.
- (4) Imperial Highway Route: Of the eight signalized intersections along this route, three intersections are controlled by pretimed controllers and five are controlled by semi-actuated controllers. None of these signals are presently interconnected. Except for the intersection of Prairie Avenue which was recently upgraded, generally, the existing traffic signal equipment requires upgrading to current standards.
- (5) Rosecrans Avenue Route: Of the eleven intersections controlled by traffic signals along this route, two intersections are controlled by pretimed controllers, six are controlled by semi-actuated controllers and three intersections are controlled by fully actuated controllers. These traffic signals are presently not interconnected except the intersections of Isis Avenue and Hindry Avenue which are interconnected by hard-wire. Generally, the traffic signal equipment requires upgrading to current standards.

c. Justification

The upgrading and modernization of traffic signals and systems are warranted for the following reasons:

- (1) Interconnection of traffic signals along those routes not presently interconnected, along with

the upgrading of signal equipment, was recommended in the five applicable In County Committee Corridor Studies.

- (2) These recommendations have been made in order to institute and provide uniformity of traffic controls in Hawthorne and its sister cities of El Segundo, Manhattan Beach and Hermosa Beach.
- (3) The recommended traffic signal interconnect systems should provide the following benefits:
 - (a) A higher level of traffic service in terms of controlled speeds and reduced number of stops.
 - (b) Traffic will flow more smoothly resulting in increased capacity.
 - (c) Fewer accidents should result because group platoons of cars will arrive at each signal when it is green, thereby reducing the possibility of red signal violations or rear-end collisions.

d. Costs

The total cost of this traffic signal modernization program is approximately \$165,715. 3/ These costs do not include the upgrading of traffic controllers or replacement where necessary of underground facilities (wiring, conduit, etc.). This price includes traffic signal materials and construction and also includes construction engineering and contingencies.

2. Prairie Avenue Traffic Signal Modernization

a. Recommendation

The upgrading and modernization of traffic

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3/ Cost from Uniform Traffic Control In County Committee Reports on Crenshaw Blvd., El Segundo Blvd., Hawthorne Blvd., Imperial Highway and Rosecrans Ave.

signals along Prairie Avenue between Imperial Highway and Compton Boulevard in the City of Hawthorne are recommended. The signalized intersections to be improved are:

- (1) Prairie Avenue at Imperial Highway
- (2) Prairie Avenue at 118th Street
- (3) Prairie Avenue at 120th Street
- (4) Prairie Avenue at Broadway - East Leg
- (5) Prairie Avenue at Broadway - West Leg
- (6) Prairie Avenue at El Segundo Boulevard
- (7) Prairie Avenue at 132nd Street
- (8) Prairie Avenue at 135th Street
- (9) Prairie Avenue at 139th Street
- (10) Prairie Avenue at Rosecrans Avenue
- (11) Prairie Avenue at 147th Street
- (12) Prairie Avenue at Compton Boulevard

The improvements recommended as part of this program are described generally as follows:

- (1) The relocation of secondary signal heads.
- (2) The addition and upgrading of pedestrian signals where required.
- (3) The upgrading of intersection safety lighting where required.
- (4) The installation of mast arm mounted illuminated street name signs.
- (5) Replacement of underground wiring and conduit where necessary.
- (6) The addition of backplates where required.
- (7) The upgrading of signal indications to conform to current standards.
- (8) Expand present interconnect system to include interconnection between 118th Street and Imperial Highway.

b. Costs

The total cost of the Inglewood Avenue Signal Modernization Program is approximately \$86,480. This cost includes traffic signal materials and construction and also includes construction engineering and contingencies.

4. Prairie Avenue Channelization

a. Recommendation

It is recommended that Prairie Avenue between Imperial Highway and Rosecrans Avenue be rechannelized to provide a continuous two-way left-turn lane with left-turn pockets at all intersections. It is further recommended that four through lanes be provided throughout. It is additionally recommended that peak period "NO STOPPING" zone be established on the east side between 135th Street and 120th Street and on the west side between 120th Street and Rosecrans Avenue. These parking prohibitions will provide one additional through lane directionally within the limits outlined. To develop maximum efficiency of these vitally needed lanes, non-reflective third lane striping is suggested within the discussed limits. All of the above named changes have been completed.

b. Costs

The total estimated cost of this project is \$8,500. This estimate includes construction and materials, construction engineering and contingencies.

5. Inglewood Avenue Channelization

a. Recommendations

It is recommended that Inglewood Avenue between Imperial Highway and Rosecrans Avenue be rechannelized to provide additional left-turn pockets at the following intersections:

- (1) Imperial Highway (Signalized)
- (2) 116th Street
- (3) 118th Street (Signalized)
- (4) 119th Street
- (5) 120th Street (Signalized)
- (6) 121st Street
- (7) Broadway (Signalized)
- (8) 130th Street (Signalized)
- (9) 132nd Street (Signalized)
- (10) 134th Street (West Leg)

e. Costs

The total cost of the Prairie Avenue signal modernization program is approximately \$55,200. This cost includes traffic signal materials and construction and also includes construction engineering and contingencies.

3. Inglewood Avenue Traffic Signal Modernization

a. Recommendation

The upgrading and modernization of traffic signals along Inglewood Avenue between Imperial Highway and 147th Street in the City of Hawthorne are recommended. The signalized intersections to be improved are:

- (1) Inglewood Avenue at Imperial Highway
- (2) Inglewood Avenue at 118th Street
- (3) Inglewood Avenue at 120th Street
- (4) Inglewood Avenue at Broadway
- (5) Inglewood Avenue at El Segundo Boulevard
- (6) Inglewood Avenue at 130th Street
- (7) Inglewood Avenue at 132nd Street
- (8) Inglewood Avenue at 135th Street
- (9) Inglewood Avenue at 138th Street
- (10) Inglewood Avenue at Rosecrans Avenue
- (11) Inglewood Avenue at 147th Street.

The improvements recommended as part of this program are described generally as follows:

- (1) The relocation of secondary traffic heads.
- (2) The addition and upgrading of pedestrian signals.
- (3) The addition of backplates where required.
- (4) The upgrading of signal indications to conform to current standards.
- (5) The addition of intersection safety lighting where required.
- (6) The installation of mast arm mounted illuminated street name signs.
- (7) Replacement of underground wiring and conduit where necessary.
- (8) Telephone interconnection of all traffic signals along the route.

- (11) 134th Street (East Leg)
- (12) 135th Street (Signalized)
- (13) 137th Street
- (14) 138th Street (Signalized)
- (15) 141st Street

b. Justification

The present striping on Inglewood Avenue provides two lanes of travel in each direction. However, left turning at all of the intersections (except El Segundo Boulevard and Rosecrans Avenue) is being done from the number one lanes. By not providing left-turn pockets the following occurs:

- (1) Significant delays are experienced by through traffic caused by left turns being made from the number one lanes.
- (2) Because of these delays, full utilization of the number one lanes are not being realized.
- (3) Efficient and progressive movement of traffic can not be accomplished if the traffic signals are interconnected as proposed in this study.

Several alternative solutions to the traffic problems on Inglewood Avenue were analyzed. To improve traffic flow on the existing roadway width of 60 feet, one factor was evident. Parking prohibition, in some degree, will provide additional roadway capacity.

The first alternative studied involved the removal of parking from both sides of Inglewood Avenue throughout its length. This approach allowed for full development of the existing roadway width and would provide a continuous two-way left turn lane plus two through lanes in each direction. Such a solution is warranted in terms of needed capacity and traffic volumes but entire removal of parking along this roadway is not a feasible solution at this time.

The second alternative studied involved removal of parking approximately 200 feet each side of all intersections to provide left turn channelization. The intersections are spaced generally 300 to 350 feet apart and this solution in effect would require complete removal of parking along the street. The results would be the same as the first alternative studied.

The third alternative, and the one recommended for implementation, tempers parking demands with the need for the efficient and safe movement of traffic. This proposal calls for the placement of left turn channelization at 17 selected intersections based on the following criteria:

- (1) Provide left turn channelization at all signalized intersections.
- (2) Provide left turn channelization at nonsignalized intersections with streets providing significant local access.

The need for the channelization improvements presented herein has been justified in terms of traffic accidents and parking availability. An increase in street capacity, reduction in congestion and delays and a decrease in accidents can be expected as a result of these improvements.

c. Cost

The total estimated cost of this project is \$7,000. This estimate includes construction and materials, construction engineering and contingencies.

MODERNIZATION AND DEVELOPMENT OF HAWTHORNE BOULEVARD

Hawthorne Boulevard can be considered to be one of the foremost major arterial streets in the City of Hawthorne. As such, any change to its existing configuration will radically effect the daily lives of travelers passing through the community. It is for this reason that changes to Hawthorne Boulevard are discussed separately in this element. However, review and analysis of Hawthorne Boulevard apart from other streets in the City should not be considered as indicative of City policy. The City of Hawthorne believes that the development of an efficient circulation system can only be accomplished by the adoption and implementation of a comprehensive program based upon all components of the circulation system.

Residents of Hawthorne are justifiably proud of the fine record of growth, development, and prosperity exhibited by the community in past years. This record rate of growth and development has warranted the continual expansion of the commercial district along Hawthorne Boulevard and the imminent construction of the Hawthorne Plaza Project. This project will provide residents of Hawthorne with additional stores and shops and solidify the economic base of the community by providing additional revenues. In order to guarantee the success of the Plaza Project and the continuous success of satellite businesses along Hawthorne Boulevard, vehicular movement and accessways must be provided and maintained along Hawthorne Boulevard.

In order to facilitate the movement of vehicular traffic along Hawthorne Boulevard, it is necessary that the existing Boulevard be reconstructed to accommodate five through lanes in each direction from Imperial Highway to 129th Street. The reconstruction of Hawthorne Boulevard will be accomplished by the reduction of the 64 feet wide center median to a new median 27 feet wide and by the elimination of parking on both sides of the Boulevard between 120th Street and El Segundo Boulevard.

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TRAFFIC PATTERNS IN AND AROUND THE HAWTHORNE PLAZA PROJECT

All of the changes suggested for Hawthorne Boulevard are designed to improve the flow of traffic and facilitate access to and from the proposed shopping center and neighboring businesses. However, the construction of the new shopping center will also necessitate changes to several adjoining streets located in the project area.

122nd Street, Broadway, 126th Street and Plaza Square between Birch Avenue and Hawthorne Boulevard will be closed due to the construction of the Hawthorne Plaza Project. Similarly, Acacia Avenue between El Segundo Boulevard and 120th Street will also be closed because of the shopping center. It is further anticipated that Birch Avenue between El Segundo Boulevard and 120th Street will be redesigned to a projected right of way width of 68 feet.

LOS ANGELES COUNTY AND THE CITY OF HAWTHORNE MASTER PLAN OF HIGHWAYS

The City of Hawthorne is contiguous to Los Angeles County territory at many key geographical locations. Therefore, the circulation system for the City of Hawthorne must reflect the coordinated efforts of the City and County officials for the development of a mutually compatible traffic improvement program.

The County of Los Angeles has developed a long range Master Plan for the improvement of all Major streets located within the County. The City of Hawthorne has vigorously tried to comply with the standards inherent in the County Master Plan in order that a uniform circulation system may be established for the City and County.

The County of Los Angeles has indicated as a long range goal the widening of 135th Street between the San Diego Freeway and Inglewood Avenue. The restructuring of the street to an approximate 80 foot right of way will facilitate the movement of traffic in the area. Likewise, the City of Hawthorne is cognizant of the need for an improvement in the flow of traffic along 135th Street and has projected restructuring of the street in several areas of the City. (See Streets or Portions of Streets to be Widened, section). It is also anticipated that the County of Los Angeles' plan to widen 135th Street from the San Diego Freeway to Inglewood Avenue will require a subsequent straightening of the roadway along the entire length of the street whenever severe bottlenecks are found to exist.

120th Street is an important secondary highway in the County's Master Plan. The County of Los Angeles anticipates that this street will be extended from Wilton Place to Western Avenue.

At the present time, the City of Hawthorne and the County of Los Angeles are developing preliminary plans for the linking of Rosecrans Avenue to Compton Boulevard. It is anticipated that Hindry Avenue will be extended to serve as the connecting link. The project will help to eliminate the traffic congestion on Rosecrans Avenue and Aviation Boulevard.

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In order to facilitate the efficient movement of vehicular traffic within the City of Hawthorne, several streets in Moneta Gardens primarily have been designated as requiring modifications to their existing curb to curb and right of way widths.

STREETS OR PORTIONS OF STREETS TO BE WIDENED

It is recommended that the following street right of ways in the Moneta Gardens area be widened to 50 feet whenever the existing right of way is found to be less than 50 feet.

1. Roselle Avenue - between El Segundo Blvd. and 135th Street.
2. Cordary Avenue - between El Segundo Blvd. and Rosecrans Ave.
3. Doty Avenue - between El Segundo Blvd. and Rosecrans Ave.
4. Kornblum Avenue - between El Segundo Blvd. and Rosecrans Ave.
5. Cerise Avenue - between 135th Street and Rosecrans Ave.
6. Lemoli Avenue - between 135th Street and Rosecrans Ave.
7. Chadron Avenue - between 135th Street and Rosecrans Ave.
8. Florwood Avenue - between 130th Street and 134th Street.

It is recommended that the following streets be widened as indicated.

9. 135th Street - from Inglewood Avenue to Hawthorne Blvd., right of way 60 feet.
10. 135th Street - from Prairie Avenue to Crenshaw Blvd., right of way 70 feet.
11. 135th Street - from Inglewood Avenue westerly to the City Boundary, right of way 80 feet.
12. 139th Street - from Prairie Avenue to Crenshaw Blvd., right of way 50 feet.
13. Ramona Avenue - between El Segundo Blvd. and Rosecrans Ave., right of way 60 feet.
14. Fonthill Avenue - from lot number 272 up to and including the north side of lot 275, right of way 60 feet.
15. Birch Avenue - between El Segundo Blvd. and 120th Street, right of way 68 feet.

The streets or portions of streets recommended for right of way expansion are indicated by circulation map number two. The existing right of way widths for these streets and all other streets located within City boundaries are shown for comparison by circulation map number three. Finally, circulation map number four depicts the existing curb to curb measurements for all streets found within the City limits.

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It is anticipated that the present growth and development of the City of Hawthorne will not necessitate the planning for of additional alleyways in the residential areas of Hawthorne.

CONCLUSION

The circulation element would not be complete without a review of developments in rapid transit and it's relationship to the City of Hawthorne. As was previously mentioned, one of the primary goals of the circulation element is to encourage and support the development of a rapid transit system to the exclusion of freeways particularly in the face of a growing energy crisis.

The Southern California Association of Government (SCAG) along with the Los Angeles Regional Transportation Study (LARTS), the Southern California Rapid Transit District (SCRTD), the Orange County Transit District (OCTD), and representatives of county and city planning and road departments has been given the responsibility of developing a rapid transit plan by April, 1975.

This plan will be a regional approach to transportation needs anticipated for the 1990's. It will be predicated upon the utilization of rail and bus systems for the safe and efficient movement of large numbers of people. The development of this plan is still in the embryonic stage. It will require a great deal of time, money, and effort before a final plan can be submitted for adoption by the State Department of Transportation. The City of Hawthorne looks forward to participating in the development of this plan and the establishment of a rapid transit system for use by the citizens of Hawthorne.

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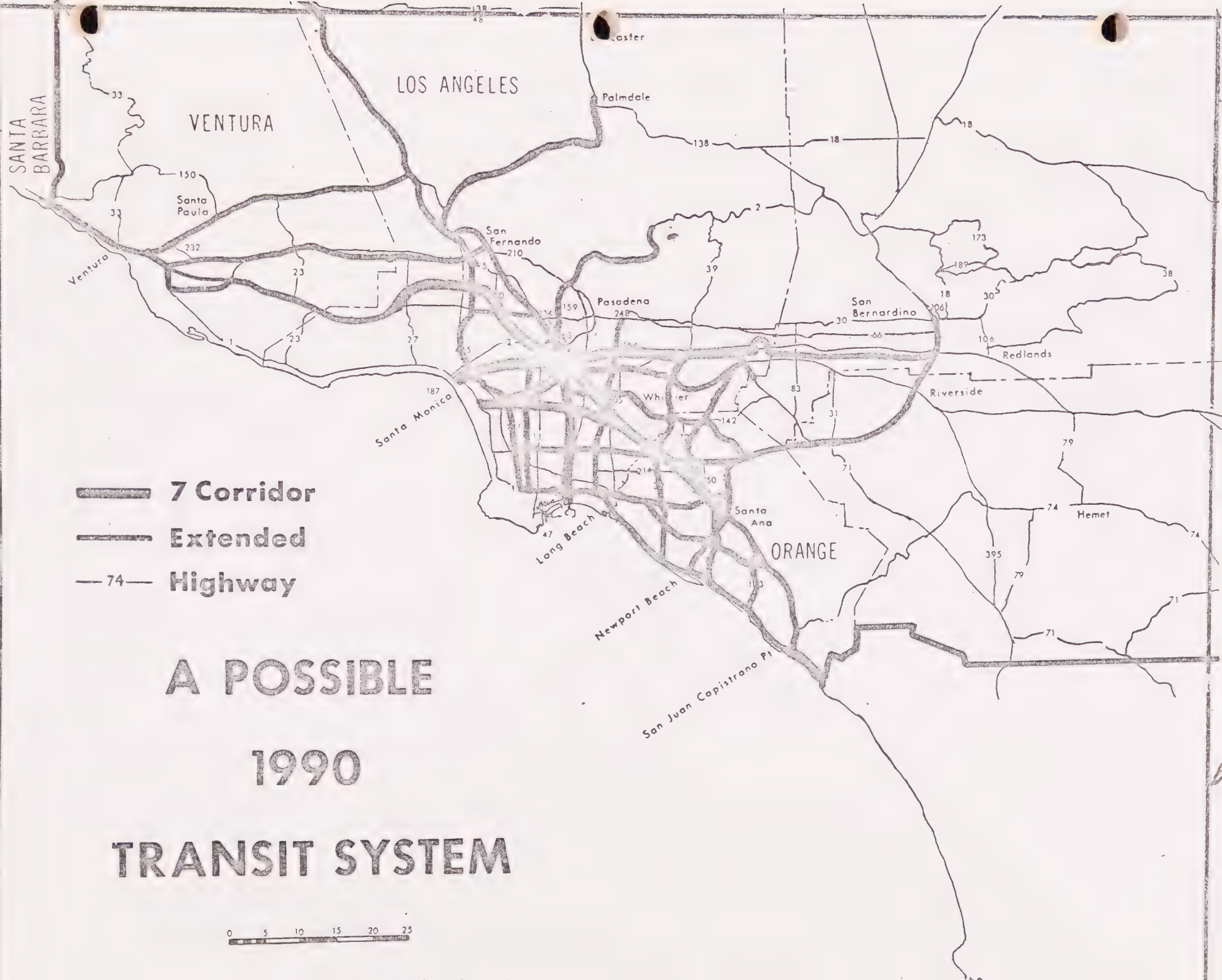


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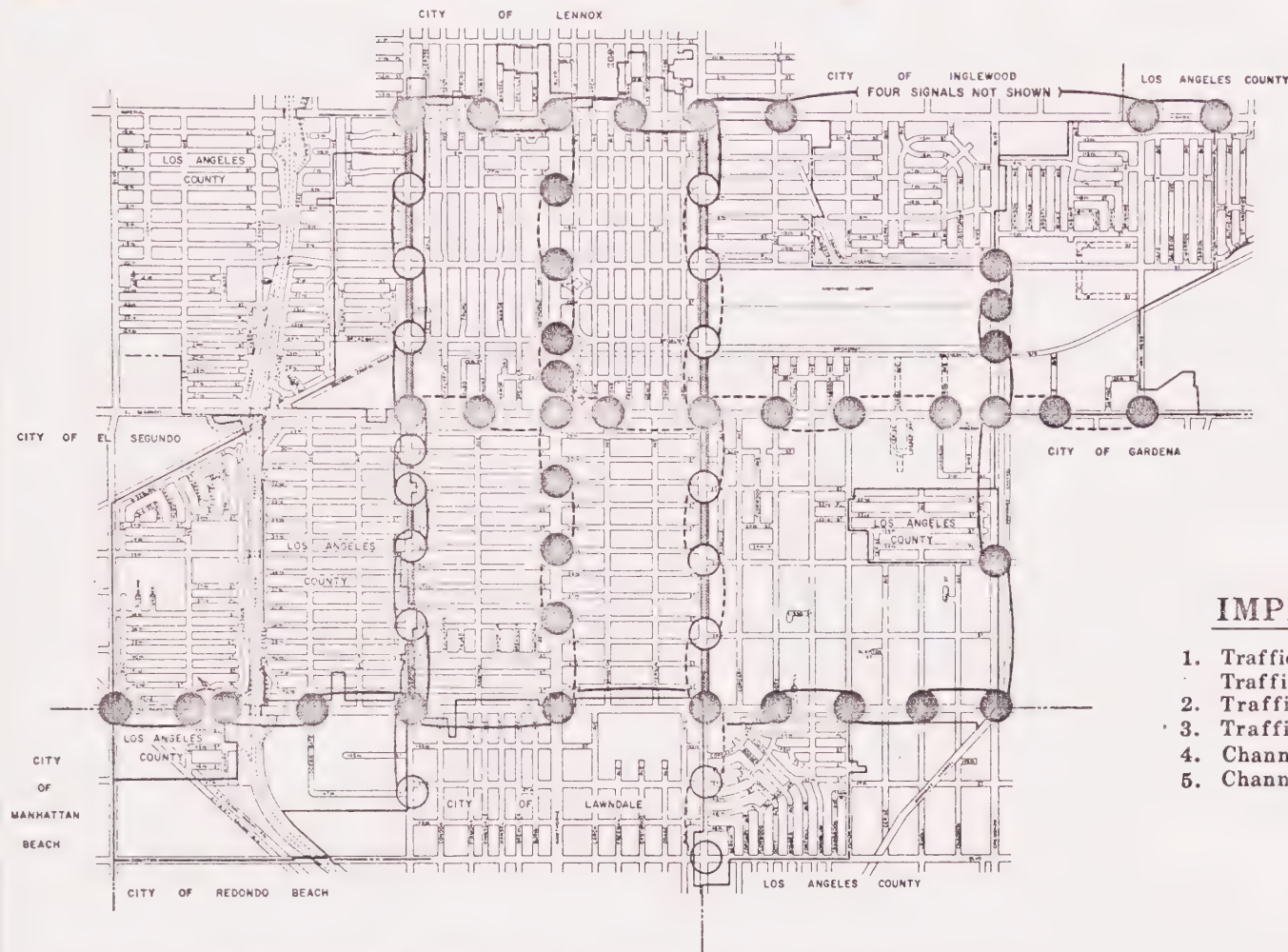
CITY OF HAWTHORNE

TRAFFIC IMPROVEMENT PROGRAM COST ESTIMATE






<u>Type Improvement</u>	<u>Location</u>	<u>Total Cost</u>
Traffic signal modernization along five uniform traffic control In County Corridor routes	Crenshaw Boulevard, El Segundo. Boulevard, Hawthorne Boulevard, Imperial Hwy., Rosecrans Avenue	\$165,715
Traffic signal modernization	Prairie Avenue	55,200
Traffic signal modernization	Inglewood Avenue	86,480
Channelization (in progress)	Prairie Avenue	8,500
Channelization	Inglewood Avenue	7,000
Traffic signing	Primary and collector streets	11,301
Pavement markings & channelizations	Primary and collector streets	26,045
Traffic Signal Equipment	*Signalized intersections	<u>60,000</u>
		TOTAL \$420,241

* Not included in Five Problem Area Modernizations

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SYMBOLS

-  Traffic Signal Modernization
-  Traffic Signal Modernization On Uniform Traffic Control In County 'Corridor' Routes
-  Channelization
-  Existing Traffic Signal Interconnect
-  Proposed Traffic Signal Interconnect

IMPROVEMENT PROJECTS

1. Traffic Signal Modernization On Uniform Traffic Control In County 'Corridor' Routes
2. Traffic Signal Modernization - Prairie Avenue
3. Traffic Signal Modernization - Inglewood Avenue
4. Channelization - Prairie Avenue
5. Channelization - Inglewood Avenue

6HA



FIVE MAJOR IMPROVEMENT PROJECTS CITY OF HAWTHORNE

SCALE IN FEET
0 1200 2400 3600

TRAFFIC CONTROL DEVICES - JOINT STUDY - EL SEGUNDO, HAWTHORNE, HERMOSA BEACH & MANHATTAN BEACH
FOR THE CITIES OF

COMMUNITY FACILITIES ELEMENT

Adopted by the
Hawthorne Planning Commission

December 6, 1972

and reviewed

April 18, 1973

Community facilities provide a necessary function for the city. Public schools, parks and recreation, fire department, library, hospital and utility facilities are a part of the community facilities element and must be determined if these facilities are adequate or need expansion.

PUBLIC SCHOOLS

There are five school districts in the Hawthorne area which serve the population of Hawthorne. These are the Centinela Valley Union High School District, the Hawthorne Elementary School District, the Wiseburn Elementary School District, the Los Angeles City School District, and the Lawndale School District. The needs of the school system do not plan any increase for their schools and they are not up to capacity at this time. The population increase will not affect the schools that significantly as the birth rate declines. The amount of school children, especially at the younger levels, are declining due to the decrease in birth rates. So, the planned increase in any school is not sufficient to demand additional school facilities at this time.

FIRE

The fire facilities in the City of Hawthorne are also adequate to meet the any foreseeable increase in the amount of needed fire protection. No future planned fire stations are needed at this time. There are currently three fire stations which service the city.

CITY HALL

A City Hall is needed in Hawthorne which will increase the space available for public services. This project should be included in any overall comprehensive planning program such as the general plan. The acquisition of the County's Department of Public Social Service building near the City Hall could provide additional space for future growth of facilities. A municipal court could also be placed at this location.

LIBRARIES

The current projections of the library facilities is that two of the three libraries in Hawthorne are of adequate size. These two are the Holly Park Library and the Wiseburn Library located in Holly Glen. The Hawthorne Library, which is located near the City Hall does need expanded facilities. Planning has been contemplated which will increase the size of the Library from 18,000 square feet to approximately 40,000 square feet which is needed. This increase in capacity is enough to satisfy the increased needs of the City of Hawthorne.

HOSPITALS

Currently, Hawthorne Community Hospital is engaged in expanding the capacity of its hospital. This will increase the capacity of the hospital and of the hospitals of the surrounding area to meet the needs of the community. The Comprehensive Health Planning Office of Los Angeles has a state plan for the development of hospitals and health care facilities statewide. Hawthorne is in Inglewood Hospital Service area 22.

In this area, there is a projected need in 1977 of 1413 beds. In 1972, there is a total of 1,883 beds to meet this need. The additional 470 beds that exist and will exist in five years is excess capacity which can be used in later years to meet the needs of the community. There is a total of 15 hospitals in the Inglewood Hospital Service area to serve the needs of the area.

PLACES OF WORSHIP

There are twenty-four places of worship currently in Hawthorne. These churches vary from Protestant to Catholic, to Mormon, to Christian Science. These churches are located throughout the city and meet the needs of the city well.

PARKS AND RECREATION

There are currently seven parks in the city. These are: Holly Park, Memorial Park, Prairie Park, Zela Davis Park, Ramona Park, Eucalyptus Park, and Holly Glen Park. The area of Park space in the city is 55.60 acres of park space. In addition to this, there are 118.05 acres of schools which can be used a great deal for recreation. As the needs of the city grow, future parks can be developed by buying property within the city, annexing parks around the perimeter of the city, setting aside open space with the development of multiple unit apartment houses, and receiving land from other governmental agencies, such as the state and federal governments, or private firms which wish to give land to the city for development as parks. Park space can be increased in this manner and increase the quality of Hawthorne's open space and recreational needs.

POLICE

The needs of the police department have been expanding with the increase in population of the city and the increase in crime in the city. The needs of the Hawthorne Police Department can be adequately taken care of by the increase in the size of the city hall. The existing facilities are located next to the city hall and these facilities need to be expanded in the coming years.

PUBLIC UTILITIES

Water facilities are adequate to service the needs of the city. Hawthorne currently obtains its water from three sources. First, Colorado River water is delivered to Hawthorne and secondly water is pumped from underground wells in the city to deliver additional water. The City can function for some time without the water from the Colorado River, but during the summer it is difficult to continue supplying water for an extended length of time. A third source of water is from the Feather River and is being pumped to Hawthorne as of January, 1973. The water supply will be adequate to meet the needs of Hawthorne for some time.

Another goal that the City should address itself to would be the undergrounding of all communication and power utilities.

CONSERVATION ELEMENT

Adopted by the
Hawthorne Planning Commission

December 6, 1972

and reviewed

April 18, 1973

CONSERVATION ELEMENT

INTRODUCTION

Vacant land in Hawthorne is being exhausted. In fact, almost all good residential land is already occupied and builders are now reclaiming previously used land. Therefore, prior to Hawthorne's stock of vacant land being depleted any further, it is necessary to determine which lands are vital to the City's efficient functioning and when that determination is made, for the City Council to adopt policies and ordinances for the conservation of such land.

STATE LEGAL REQUIREMENTS

The plan is in accordance with Section 65302(d) of the Government Code of the State of California which says that the General Plan of every city shall have "a conservation element for the conservation, development, and utilization of natural resources, including water and its hydraulic force, forests, soils, rivers, and other waters, harbors, fisheries, wild life, minerals, and other natural resources". This section states that the Conservation Element may also cover land and water reclamation; water pollution control; and control of the erosion of soils, beaches, and shores.

SUMMARY OF GOALS AND OBJECTIVES

1. Wherever possible encourage the multiple uses of land for conservation, open space preservation, and recreation.
2. Continue to cooperate with and support the Regional Water Quality Control Board and the County Sanitation District whenever possible; be prepared to aid these agencies in their important tasks through provision of City staff and facilities if the need arises.
3. Encourage the location in Hawthorne of only those industries and businesses which have a proved track record for complying with environmental protection procedures once those procedures have been established and likewise once the reputations of various companies have been established relative to such compliance.
4. That Hawthorne continue as a member of the West Basin Water Replenishment District and encourage and support the District's efforts to conserve the quantity and quality of water which is contained in the underground water reservoir.

5. That the preservation of specimen trees on public property be made official City policy.

6. To discourage the construction or establishment of any facility that might have a detrimental effect on the environment relative to air pollution.

7. To encourage the replacement of all trees that have previously been removed within the City in accordance with a program initiated and established by the City Council.

WATER CONSERVATION

The City of Hawthorne participates indirectly in the conservation of water through its membership in the West Basin Water Replenishment District. The approximately \$11,000 per year, which the City pays to the District for the privilege of pumping 1,882 acre feet of water annually from the West Basin, salt water intrusion activities, thereby allowing fresh water to be returned to the underground reservoir.

Hawthorne, an incorporated city since 1922, encompasses an area of approximately five and one-half square miles and has a population of approximately 54,000. The entire City area lies within the hydrologic unit designated as West Basin.

Water production for all cities, agencies, corporations and individuals in the West Basin is currently limited by decreed rights of the West Coast Basin Adjudication, which was inacted in August, 1961. Under this adjudication, the City of Hawthorne is entitled to extract 1882 acre-feet of water annually from the ground water basin.

Hawthorne has been producing from the West Basin since 1924 when Well No. 1 was completed and put into production. During the same year, Wells No. 9 and No. 10 were purchased. These wells have long since been abandoned. An additional eight wells have either been drilled or acquired since 1927 of which five have been abandoned.

GEOLOGIC CONDITIONS

General

Fresh water bearing sediments extend to a depth approaching 1500 feet below the surface beneath the City. These sediments range in geologic age from Pliocene to Recent. The most significant aquifers underlying Hawthorne, and essentially all of West Basin, are found in strata deposited during Pliestocene time. Water bearing formations contained within these strata are comprised of both continental and marine facies and appear to be relatively undisturbed by structural activity (faulting and folding) in the area of interest. The following text depicts in some detail the aquifer depths, thicknesses and continuity beneath the City. The following text describes the character of the formations and aquifers present.

Recent Deposits

An examination of well driller's logs indicate Recent deposits of fine sand, silty clay and clay extend to depths of about 60 feet below the surface. These deposits are represented by both continental alluvium and aeolian sand. No significant water production zones are known to exist within the Recent series.

Pliestocene Deposits

Pliestocene formations are locally designated as the Upper Pliestocene (unnamed) formation and the Lower Pliestocene San Pedro formation. Upper Pliestocene deposits extend from beneath the Recent sediments to the base of the Gage Aquifer, which is about 240 feet below the surface. The upper 50 feet of the formation consist primarily of clay and sandy clay, with intermittent zones of fine sand and infrequent gravel streaks. Historically, the Gage Aquifer has been considered a significant producing zone in West Basin; however, because of overdraft and lateral percolation, this aquifer no longer transmits exploitable quantities of water in the vicinity of Hawthorne. The fine grained character of the zones which underlie Hawthorne is another factor which renders the Gage Aquifer undesirable for exploitation by high production water wells.

Commencing at the base of the Gage Aquifer are the Lower Pliestocene deposits of the San Pedro formation, which extend to a depth approaching 600 feet below the surface. Within this thick section of continental and marine sediments occurs the Silverado Aquifer, the most significant water bearing zone in West Basin. The top of the Silverado Aquifer in the Hawthorne area occurs at a depth of about 300 feet below the surface, and the aquifer averages 150 feet in thickness. Medium to coarse sand and gravel comprise the major portion of the Silverado Aquifer, lending it the high transmissibility and storage characteristics required for high production water wells.

Well production for the City of Hawthorne water supply has historically been derived predominantly from the Silverado Aquifer.

Pliocene Deposits

Pliocene deposits of the Pico formation lie beneath the San Pedro formation. The Pico formation is comprised predominantly of marine shale and siltstone. It does, however, contain localized zones of potential water bearing material which are designated elsewhere in the basin as the Sunnyside Aquifer. Little is known concerning the extent or depth of the Sunnyside Aquifer in the vicinity of Hawthorne, as no wells are known to penetrate it in that area.

Geologic Structure

Well logs that the local aquifers have an essentially horizontal attitude and are not significantly affected by folding. The Charnock Fault, a well-known structural feature in West Basin, crosses through Hawthorne a short distance east of the intersection of Hawthorne and El Segundo Boulevards. Although the fault truncates the easterly extension of the Silverado Aquifer, there is no apparent effect on the aquifer characteristics to the west of the fault, where the City of Hawthorne wells are located.

Water Level

Water levels in other wells of the Hawthorne Water Department system are between 135 and 145 feet below ground surface.

The City of Hawthorne receives its water from the Colorado River and from underground sources of water. Beginning in 1973, water from the Feather River will be used in the City. Due to the three sources of water, Hawthorne could lose one of the sources of water and still have sufficient water supply for the city. During the nine cooler months of the year, two of the sources of water could be lost and water could still be delivered to the citizens of Hawthorne.

WATER POLLUTION CONTROL

Prevention of the pollution of ground and surface waters is the duty of the Regional Water Quality Control Board. Local governments may adopt ordinances pertaining to this subject only if they are more restrictive than state law. Should local regulations be less restrictive than state law, the latter becomes preemptive. In practice, few local governments have established water quality legislation; they rely instead on the ability of the Regional Board and its staff to monitor ground and surface waters and set standards which will protect the health and safety of their citizens.

Hawthorne has a good working relationship with the Regional Water Quality Control Board. The City staff has always attempted to comply with requests from the Board as quickly as possible, and in general the Board's staff is quite happy with their relationship with the City.

As with water reclamation, Hawthorne's membership in the West Basin Water Replenishment District makes it partially responsible for the District's water pollution control activities. The Seawater Intrusion Barrier Project, jointly sponsored by the Replenishment District, Los Angeles County Flood Control District, and West Basin Water Association, prevents the ground water in Hawthorne and other South Bay cities from being polluted by

intruding seawater. This intrusion is prevented by the operation of a series of injection wells which have been drilled along the coast from El Segundo to the Palos Verdes Peninsula. Untreated Colorado River water, along with reclaimed water from the Hyperion Sewage Treatment Plant, is injected into the water table from these wells and thus prevents the intrusion of seawater. Much of the \$11,000 per year, which it costs Hawthorne to be a member of the Replenishment District, is used for the operation of these injection wells.

The Regional Water Quality Control Board provides a valuable service to the citizens of Hawthorne which the City itself could not accomplish even if allowed to by State law. For this reason Hawthorne should continue to cooperate with and support this agency whenever possible and be prepared to aid the Board through provision of City staff and facilities and in other ways whenever the need arises.

In a like manner the West Basin Water Replenishment District, through its water spreading and water injection activities within the entire southwestern section of the Los Angeles Basin, performs a service no one city could accomplish on its own. No legal restrictions bind Hawthorne to the District and it would be possible for the City to withdraw and purchase all of its water from the Metropolitan Water District; however, for several reasons it would not be prudent to take an action. Therefore, Hawthorne should continue its membership in the Replenishment District and encourage and support the District's efforts to conserve the quantity and quality of water which is contained in the underground water reservoir that underlies the City.

In addition to underground water that is pumped from the ground, pollution can strike at the city's water supply from commercial and residential uses. The City is involved checking the businesses and residents in Hawthorne to prevent possible pollution through the water supply. If a potential hazard exists, two types of devices may be required. Cross connection devices and backflow prevention devices insure that if the water main breaks that water pressure elsewhere in the water system cannot force water from one business to another which may be polluted. In this way, water quality is conserved and water pollution hazards are minimized to endanger the residents and visitors to Hawthorne.

Underground water reservoirs should be protected from hazardous liquids that are put underground. Protection should be guaranteed that hazardous contents will not leak or percolate through the soil to pollute the underground strata. This type of protection has been established in Hawthorne by requiring cathodic protection for all underground tank installations. These protections apply to underground transmission main storage reservoir, franchise lines and all other potential pollutants of Hawthorne's underground water.

OIL

Hawthorne currently has one oil well from which oil is being pumped. This well is out of character with the rest of Hawthorne due to the lack of similar uses or structures in the city. Therefore, it is recommended that this well continue to be pumped from and when it is no longer economically feasible to pump oil, then it should be closed down and used as other land is used in the area. The well is located near the intersection of Rosecrans and Inglewood off of 145th.

Although this report is intended to be a plan for the conservation of natural resources, situations do occur where not all such resources should be conserved if the greatest number of people are to be satisfied. Such is the situation with oil in Hawthorne today. Because the nature of the Hawthorne oil well, other land use should be encouraged.

Because of these circumstances, oil is a natural resource which in Hawthorne should not be conserved but instead should be depleted as rapidly as possible. In order to accomplish this objective the city should increase its efforts to bring about the rapid termination of oil activities in Hawthorne.

LAND RECLAMATION

Due to the nature of development in Hawthorne, the city has been pretty well developed already. There is very little land which is vacant and can be developed. To conserve the land and put it to its highest use, reclaiming land already used by man is important to the best and highest use of land in the City. Due to the economic incentives of reclaiming some of the land, it may take a considerable amount of time to reclaim all of the potential land.

FLOOD CONTROL

The potential for flooding in Hawthorne has been overcome by a program that has been undertaken by the City of Hawthorne in conjunction with the Los Angeles County Flood Control District. The storm drains have been designed to carry water from the worst rain storm that can be expected every 10 years. The Dominguez Channel has been designed to carry water for the worst storm that can be expected every 50 years. This flood control system conserves and preserves the land and the buildings on the land so that no damage can be done. Without floods, the loss of soil, as well as the economic losses are also missing.

SOILS

The soil of Hawthorne is composed of two different types. Montezuma Clay Abode and Ramona Loam are the two principle types of soil that predominate in Hawthorne. These two different soils have slightly different characteristics which should be explained.

Montezuma Clay Abode is a type of clay soil which expands when wet. So, after a rain storm, the clay soil has a tendency to expand and become a plastic-like material. This type of soil when wet, presents building problems for the geological consideration of land. In addition, when rains come, clay tends to hold very little of the rain. This creates flood control problems since almost all of the water is drained into the city streets. The flood control storm drains must be built to consider these factors.

The second type of soil in Hawthorne is Ramona Loam and is a much preferable type of soil. Loam is between clay and sand in its porosity. It is more porous than clay and less porous than sand. This means that the loam is able to soak in more of the rain waters without having to turn the water into the streets. In addition, wet soil does not act as bad as Montezuma Clay Abode. It does not have the plastic type of effect of the soil.

TREES

The City of Hawthorne plants between 300 - 400 trees per year on the city streets and in city parks. Conservation of public lands through the use and development of trees is an important part of Hawthorne's life.

Blackwood Acacia trees were planted 25 - 30 years ago and since they have only a life span of 35 years, these trees have been dying off. These trees have begun to be removed and new trees with a longer life span are being planted to take their place. Any time a tree is removed a new tree should be planted in its place to replace it in accordance with the tree planting program recommended by the Parks and Recreation Commission.

As trees grow, they create problems and these problems consist of tree trimming problems. Trees are trimmed at regular intervals and if a problem develops with the roots, the roots are pruned.

Planning for trees in Hawthorne is encouraged. Residents are encouraged to plant trees on their own private property to also conserve the beauty of the City of Hawthorne. A tree nursery owned and maintained by the City exists across the street from the City Hall where new trees are planted and when they grow larger, they are moved to various locations within the City for permanent placement.

CONCLUSION

Planning in Hawthorne can always be updated and conservation is an element which must take into consideration future needs. In future years, the conservation element should be examined to see if the needs of the City are still being met by this current element or if a new look at the conservation problems in the City of Hawthorne are needed.

LAND USE ELEMENT

Adopted by the
Hawthorne Planning Commission

December 6, 1972

and reviewed

April 18, 1973

If a city is to grow and develop with the passage of time, consideration must be given to the future utilization of land found within the city. The relationship of land to the city can be recognized if it is compared to the skeleton in the human body. The skeleton in the human body acts as the foundation on which other life support systems in the body are developed. Land performs a similar function for a city as it is the foundation on which the city is created and subsequently develops.

It is an almost impossible task to conceive of a city existing without the benefit of land. Without land there would be no place to build a shopping center or a drug store. Without land church, school and home would become meaningless words. In fact, without land there would be no world for man to exist in. The land use element proposed for the City of Hawthorne is a plan for the effective future utilization of land in the City. It assumes that man will always be dependent upon the land. As a result, the quality of man's life is directly related to how well man uses the land and plans for its use.

The success or failure of the land use element for the City of Hawthorne is largely dependent upon periodic review of the plan by the City Council, Planning Commission and the City Staff. This review should be based upon the needs of the community itself. Only then will the land use element become an effective tool in the future growth of the City of Hawthorne.

Goals for the Land Use Element

If the land use element is to be a valid tool in the orderly development of the City of Hawthorne, goals must be established. These goals serve two purposes. First goals function as points of direction indicating what courses of action should be taken. Second, goals provide tools of evaluation. Those individuals responsible for the implementation and administration of the program are able to gauge the success of the program by comparing obtained results with stated goals and objectives. If these results are not obtained, then the goals have not been properly administered and followed, or the goals themselves have not been designed to effectively bring about the desired results.

The goals of the land use element reflect an intensive survey of the existing land use characteristics for the City of Hawthorne. In addition, other cities in the Southern California area were reviewed in terms of considerations these cities felt were significant enough to warrant inclusion into their own land use elements. The goals of the land use element for the City of Hawthorne can be summarized as follows:

1. To assure that development of land within the City of Hawthorne reflects common acceptable environmental safeguards and is free of environmental hazards. Development should not be encouraged in areas containing geological or environmental problems unless such problems can be adequately resolved with the necessary solution incorporated in the development process.
2. The development of the Hawthorne Plaza Project will bring new economic life to the community. It is important to recognize, however, that the economic integrity of the existing business district should not be allowed to deteriorate. The City should work with the owners of these

satellite businesses by providing adequate services and facilities necessary for the continued growth of these concerns.

3. The growth and development of Hawthorne Municipal Airport as one of the major airports in Southern California necessitates a reconsideration of the zoning for land west of the airport between 120th Street and Broadway.

4. The City should follow good planning practices by discouraging all mixing of residential and commercial usage within the same zone.

If the City of Hawthorne is to effectively cope with conditions such as those listed above, it should develop criteria for the determination of appropriate land use in the future. These determinants would take into consideration the characteristics of the surrounding area and would be oriented toward maintaining the homogeneity of that area.

Proposed Land Use Criteria

Low density residential. Oriented toward those developments of 8 units/acre or less on hillside development to 16 units/acre or less on level land.

Criteria:

1. The integrity and homogeneity of low density areas should be preserved and protected.
2. The development of low density residential areas should be architecturally compatible with the terrain and existing development.
3. Any and all development in low density residential areas must be free from geological or environmental hazards.

High density residential. Oriented toward developments of no more than 48 units/acre.

Criteria:

1. The integrity of high density areas must remain intact. Density should not be permitted

to become so great as to impact the streets, utilities or community facilities.

2. High density residential areas should be development in close proximity to major arterials and collector streets.

3. High density residential areas should only be developed when existing sewers and utilities are proved to be adequate or can be easily provided for.

4. Areas selected for high density development must be free of geological and environmental hazards.

5. High density development areas must be environmentally condusive to multiple family area living. Structures should not be built near terrain or projects which would be dangerous for children.

Commercial. Includes all shopping centers, commercial, wholesale, service, office facilities and any other similar business or enterprise.

Criteria:

1. The integrity of the commercial area must remain intact. Developments which increase the availability of parking or access to existing commercial structures because of design or location should be encouraged.

2. Development of zoning for commercial areas must be reflective of anticipated market demands.

3. Any and all commercial development should be characterized by an ease of access. The City can assist in this goal by providing an efficient circulation system.

4. Any and all commercial development must be augmented by adequate water, sewer and utility support services.

5. All sites utilized for commercial development must be free of geological and environmental hazards.

Industrial. This category includes any and all manufacturing, assembling, warehousing and industrial park development.

Criteria:

1. Existing industrial areas should not be adversely affected by development.

2. The development of industrial areas must be compatible with surrounding areas at all times.

3. Industrial areas should be developed in close proximity to major transportation routes within the City of Hawthorne, such as major arterial highways, railroad spurs, etc.

4. Any and all industrial development must be augmented by adequate sewers and utility support services. The City should encourage industrial developers to utilize water re-cycling systems whenever possible and to dispose of sewage only in County and City trunks during designated discharge hours.

5. All sites utilized for industrial development must be free of geological and environmental hazards. In areas containing such problems, resolution of the problems must be incorporated in the development process.

Public and quasi-public. Includes all public buildings as well as those buildings which provide services to the community.

Criteria:

1. The integrity of existing facilities must be maintained.

2. Any and all additional public and quasi public buildings should be developed in response to designated community needs.

3. Sewers and utilities developed in conjunction with the development must conform to the municipal plan for such services.

4. Land utilized for the development of public and quasi public buildings must be compatible with the purposes of the facilities.

5. Development of public and quasi public buildings must be compatible with the surrounding area.

6. Sufficient lead time should be given prior to the development of public services to allow for the development of buildings by other government jurisdictions that share the same type of compatible usage.

Planned district. This category includes those projects which develop economically depressed areas or undeveloped land in large parcels.

Criteria:

1. All existing viable development within a planned district must maintain its integrity.
2. The flexibility of this category encourages a multitude of uses providing proper development techniques are utilized in order to assure compliance with the wishes of the community.

It should be recognized that the preceeding criteria are merely guidelines useful in the determination of appropriate land usage. Naturally, the process of changing the existing pattern of development is a long and lengthy one. It requires a review of existing land patterns in relation to future community needs. In addition, the modification of the existing pattern of development requires a review of present zoning procedures. The existing pattern of development suggests that the mixture of land usages currently in the City could be the result of variable adherence to the zoning code. If zoning practices are reviewed and alined with the future needs of the community, the end result will be reflected in a viable, realistic plan for the future utilization of land based upon the needs of the community.

Population and Building Densities

Chart 1A indicates the population/ acre and population / square mile for each census tract within the City of Hawthorne. These figures are cumulative totals of data collected by the Bureau of the Census during the compilation of the 1970 National Census. The information presented is critical in the development of population and building densities for the City of Hawthorne.

Hawthorne is a City characterized by a multitude of land usages. As was noted in the 1972 preliminary Housing Element for the City of Hawthorne, "As single family residences turn into apartments, the structures immediately surrounding the apartment are still single family residences..... Until all the area is turned into apartment use, there is inconsistency in land use. Since many apartment units are being built in Hawthorne currently, this problem is one for Hawthorne."¹ This problem is in part responsible for the figures presented in Chart 1A.

Census tract 6025 is bordered on the north by 120th Street, on the south by Rosecrans Avenue, on the west by Prairie Avenue and on the East by Crenshaw Boulevard. According to 1970 census data, there were 11.6 people/acre or 7,443 people/square mile for census tract 6025. This can be compared to census tracts 6037.01 (bordered on the north by Rosecrans Avenue, Compton

1. Preliminary Housing Element for the City of Hawthorne,
November 15, 1972, page 12.

Blvd. on the south, Crenshaw Blvd. on the east, and Prairie Avenue on the west) and 6023.02 (bordered on the north by Wiseburn Avenue, Compton Blvd. on the south, the San Diego Freeway on the east, and Aviation Blvd. on the west. Chart 1A indicates that in 1970 there were 13.0 people/acre or 8,320 people/square mile living in census tract 6023.02 and 18.4 people/acre or 11,788 people/square mile living in census tract 6037.01.

These figures would suggest that the majority of multiple units could be found in census tracts 6023.02 and 6037.01 because of their greater population densities. Such is not the case as census tract 6025 is characterized by a high number of multiple units while census tracts 6023.02 and 6037.01 are predominately single family residences. The reasons for this discrepancy are basically two. First, lots in census tract 6025 are generally larger than those found in the other tracts. Second, census tract 6025 is characterized by much divergent land use. Census tracts 6023.02 and 6037.01 contain little or no divergent development.

Map 1B illustrates those apartments of ten or more units which have been completed since 1968. As is clear by the map, most of these apartments have been constructed in census tract 6025. Similarly, Map 1C indicates the amount and location of vacant land in the city as of June 30, 1972. Most of these vacant lots are situated in census tract 6025. It seems apparent, therefore, that the City of Hawthorne must take steps to control the already established pattern of development

of overcrowded lots and streets as well as the increasing demand on municipal services such as utilities and sewers.

The development of building density factors has a direct relationship on the population per acre or square mile for any area. Therefore, the City of Hawthorne has acted in a positive manner to set standards which effectively cut back the over-crowding of its residential areas, streets, and public facilities. Charts 3 and 4 indicate newly created levels of density and parking for the City of Hawthorne.

Hawthorne Density Factor

Lot Size	Lot Area per Unit
10,000 sq. ft or more	Bachelor and/or singles 600 sq. ft. 1 Bedroom units 800 sq. ft. 2 Bedroom units 1100 sq. ft. 3 Bedroom units 1400 sq. ft. 300 sq. ft./each additional bedroom of each additional unit. Average can not be less than 800 sq. ft. per dwelling unit.

Hawthorne Parking Factor

Dwelling	Parking/unit
1 family dwelling	2 parking spaces
2 family dwelling	3 parking spaces
Multiple Dwellings	
Singles and bachelors	1.25 spaces
1 Bedrooms	1.50 spaces
2 Bedrooms	2.0 spaces
3 Bedrooms	3.0 spaces
each additional bedroom	1.0 space
Guest parking	1.0 space for each 10 units or fraction thereof (not to be applied to developments of 3 units or less.)

Hawthorne Average $\frac{14.9}{9,552}$

22.4

$\frac{1.1}{704}$

$\frac{14,338}{1.1}$

$\frac{23,111}{1.1}$

$\frac{14,758}{1.1}$

11.6

7,143

24.1

164

$\frac{10,496}{164}$

15,398

9.7

6,201

19.0

12,172

9.1

5,817



Chart 1A

$\frac{\text{Population/acre}}{\text{Population/square mile}}$

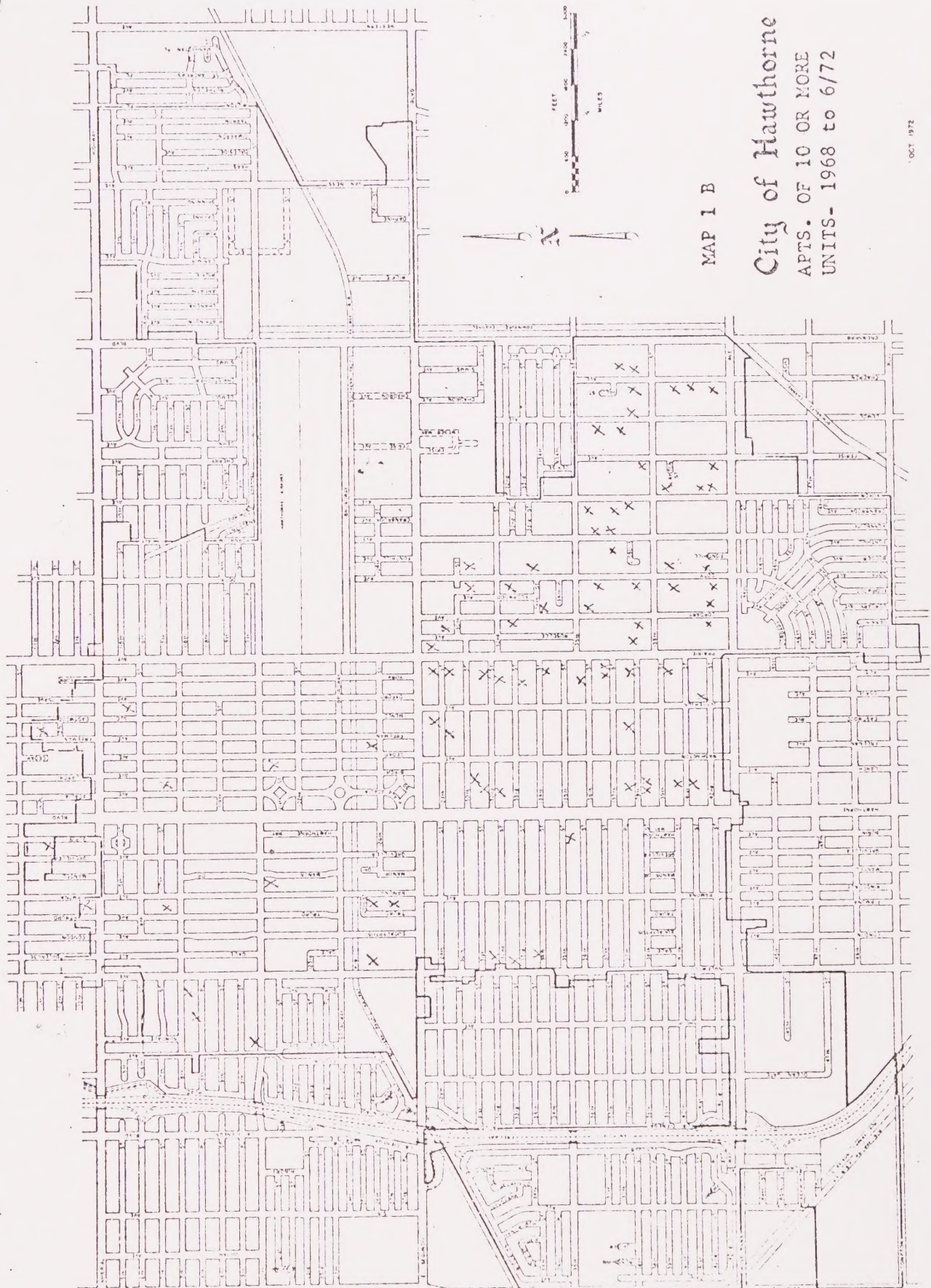
City of Hawthorne

Population Density

OCT 1977

Source: 1970 Census

S-210



MAP 1 B

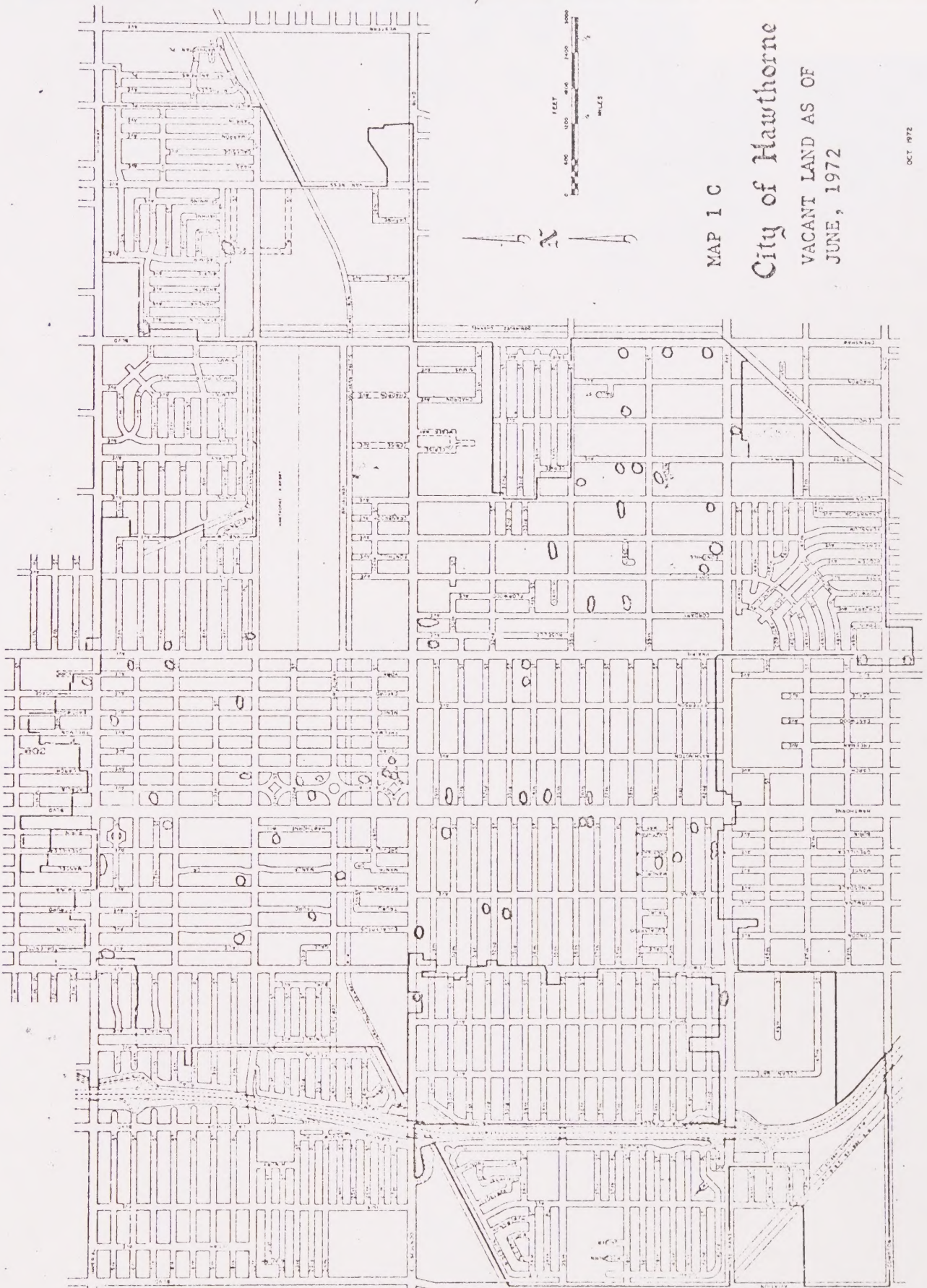
City of Hawthorne
APTS. OF 10 OR MORE
UNITS- 1968 to 6/72

OCT 1972

S-210

PRELIMINARY PLANS

Subject to Change



MAP 1 C

City of Hawthorne

VACANT LAND AS OF
JUNE, 1972

OCT 1972

S-210

PRELIMINARY PLAN

Subject to Change

U.C. BERKELEY LIBRARIES



C12489442